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REMARKS

The undersigned requests a personal interview with the Examiner in charge of this application to discuss the issues raised below.

The specification was objected to on the grounds that the paragraph added to page 6 includes new matter. This paragraph has been amended with the intent to eliminate this problem. As clearly shown in Fig. 1c, reinforcing ribs extend from bridge area 112 into the space between braking surfaces 102a and 102b to the outer end of 107b of the braking surfaces, and the reinforcing ribs are limited to the width of the braking surfaces.

Claims 1-4 and 6-21 were objected to for a number of informalities. The present amendment is an attempt to deal with them. In a retyping of claim 14, it is hoped that the language in the claim as amended is now clear.

The numbering of claims issue raised by the Examiner is now believed to be resolved in the manner suggested by the Examiner.

Claim 18 was rejected as being indefinite. The issue raised by the Examiner has been resolved by amending claim 14 to cancel "solid" which the Examiner finds to be inconsistent with the language in claim 18.

Claims 1-4, 6-12 and 14-24 were rejected as being anticipated by the newly recited patent to Moore (4,263,992).

Moore discloses a fabricated disc brake rotor assembly. According to the Examiner, this reference shows "a plurality of ribs 52 mounted on the bridge between an inner diameter and the annular wall wherein the central mounting portion, the braking surfaces, the bridge, and the ribs are formed in (or connected together to create) a single piece". In fact, what Moore has are studs 52, not ribs, see col. 3 of the reference. Moore clearly lacks any radially extending ribs going from the outer surface of housing 18 into the space between the braking surfaces to the outer diameter of the rotor. Note in the

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present invention, there are, as clearly shown in Fig. 1c, reinforcing ribs 116 extending from the annular wall of the mounting portion to the outer edge 107b of the braking surfaces between brake surface reinforcing ribs extending between inner and outer diameters of the first and second annular braking surfaces which are not taught or suggested in Moore. Claim 1 has been amended to recite these features.

Claims 1-3, 6-9, 11-15, 17, 19, 20 and 21 were rejected as being anticipated by Russell 4,913,266.

Russell does not show reinforcing ribs extending from the annular wall of the mounting portion to the outer diameter of a braking surface. Also, this reference does not teach the use of one piece construction of the central mounting portion, the brake reinforcing and bridge ribs.

Claim 1 has been extensively amended to call for bridge reinforcing ribs extending through the space between the two braking surfaces and between the brake reinforcing ribs which extend between the inner and outer diameters of the braking surfaces. It is believed that this feature is lacking in the above references.

Claim 4, which depends from claim 1, has been amended to recite that the braking surfaces, bridge, and brake and bridge reinforcing ribs are not made up of multiple pieces. This clarifies, if such need be the case, the single piece construction of the brake rotor. This feature is not found or suggested in any of the above references. Clearly both Moore and Russell show an assembly of parts bolted or attached together. Such construction is not a single piece construction.

Independent claim 14 has been amended to recite that the bridge reinforcing ribs extend into the flow channels between the braking surfaces. This feature does not appear to be taught or suggested in any of the above references.

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A number of additional claims have been canceled, thus reducing considerably the number of claims under consideration.

The remaining depending claims add details and should be allowed along with their parent claims.

In view of the foregoing, it is believed that the claims now remaining all clearly distinguish over the art of record and should be allowed.

The Examiner is requested to call the undersigned or Mr. Kroll if further changes are required to obtain allowance of the application.

A favorable action is solicited.

Respectfully submitted,



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CERTIFICATE OF FAXING

I hereby certify that this correspondence is being facsimile transmitted to the U. S. Patent and Trademark Office, telephone number 571-273-8300 on June 4, 2006.


Leonard Belkin